# DODGERS

Irwin's Rejuvenated Toga-Wearers Fall at Hoboken.

## THE SUPPORT BRILLIANT

Both Teams Back Up Their Pitchers in Approved Form - Casey and Freeman Play Like Stars-Brooklyn Bunches Its Hits Off Kirtley Baker and Takes Advantage of Two Errors.

#### GAMES YESTERDAY.

Brooklyn, 4. Washington, 3. Cincinanti, 6; St. Louis, 2. Cincinnati, 4; St. Louis, 6. Chicago-Louisville (Rain.)

GAMES TODAY.

Washington at Brooklyn New York at Philadelphia. Cincinnati at Cleveland. Baltimore at Boston. Louisville at Chicago.

### STANDING OF THE CLUBS.

95 91 89	45 49 58	.650 .650
89	1100	2000
	58	.605
77	62	-554
78	64	-549
72	68	-514
69	67	.507
68	72	.486
65	76	.461
51	83	.380
48	93	-340
	104	.257
	778 72 69 68 65 51 48 36	78 64 72 68 69 67 68 72 65 76 51 83 48 93

New York, Oct. 2.-Two thousand persons went over to Weehawken this afternoon to see the Brooklyna and Washingtons play off a postponed league championship game.

Both teams have been greatly strengthened within the last month and they provided one of the most interesting batties of the season.

Brooklyns won because they bunched hits off the ex-Eastern Leaguer, Kirtley Baker, and took advantage of couple of errors in the last inning. Both Dunn and Baker were very effective and their support, on the whole, was brilliant.

Tom Daly, at Brooklyn's second base. furnished a surprise to those who remembered his work of a year ago. He played the place with vim and dash, hit the ball hard, and scored the deciding run by splendid sprinting.

Wagner, the new third baseman, though suffering from a bruised finger, took care of several difficult chances, and sent in

the tring run with a hot two bagger.

Griffin made some has catches in the cutfield, taking seven drives in all.

Maunger frwin has intused new blood into the Washingtons and appears to have the ground work for a winner next Casey and Freeman are stars. The

former is the smallest man in the League, but he can play ball like a veteran. Pres-man bids cair to be one of the best butsmen in the country.

BROOKLYN-	B	H.	10.	Δ.	25.
Griffin, cf	. 0	.0	2	0	- 0
Jones. rf	30	3	0	0	19
Anderson, If	. 0	-0	-0	- 2	- 39
Magoon, as	~0	1	11	5	- 2
Ituly, 2b	. 3 .	2	2.	5	0
La Chauce, Ib	. 1	1	9	. 10:	16
W. higner, 2b		1	3.0	4	- 10
A. Smith, C	-0)	0	(4)	- 3	- 3
Dunn, p		0	1	1	- (
	-	-	-		-
Totals	- 4	15	37	28	
WASHINGTON-	R.	H.	0.	Ail	E
Mercer, cf	-1	1	1	- 92	H3
Selbach, H	. 0	1	3	0	- 1
Cusey, Ib.	. 0	8	2	4	- 8
Freeman, rf	. 1	1	0	0	- 1
J. Smith, se	. 0	0	3	- 4	
Farrell, C	. 0	0	*	11	-3
Wrigtey, 2b,	. 1	- 2	2	1	- 3
Carr. 1b		0	110	-0	- 3

... 2 7 \*25 32 \*Winning run made with one out. 

Three-base hits-Daly, Mercer, Freeman Home rum—Lathance. Sacrifice hit—Carr. Sinten bases—Jones. Daily, Selbach, Ca-sey. First base on errors—Washington, 2. First base on balls—Off Dunn. 1: off own and Hunt. Time-I hour and 55

## THE REDS WIN BOTH.

Hughey and Carsey Were Solved at

St. Louis, the smallest Sunday crowd of the senson being present. In the first game Breitenstein yielded but two hits, while Hughey was batted freely at the right time. The second game was a pitchers' battle, with the Cincinnatis beginring to land on Carsey in the closing innings and Hill still invincible. The score 

Mcrariand, H.	k .	- 4	3.	107	=v
Miller, rf	1	2	3	0	- 0
Steinfeldt, 2b !	1	1	2	5	.0
Woods, C	0	0	5	0	:0
Irwin, 3b	0	1	4	3	-0
Vaughn, 1b	I:	3	8	0	- 0
Breitenstein, p	0	0	-0	1	0
	9	-	===	-	-
Totals	Ģ.	10	27	10	-1
ST. LOUIS- I	2	H.	0.	Α.	E.
Dowd, rf	1	0	2	- 6	- 0
Stenzel, cf	1	1	-1	- 0	- 0
Cross, Ib	0	0	0	1	0
Sogden, c	0	0	3	-1	- 0
Quinn, 2b	0	0	5	10	- 0
Harley, If	0	10	9.	0	- 0
Tucker, Ib	0	1	10	1	- 0
Smith, 88		0	1	13	- 0
Hughey, p		0	2	3	- 1
		-	_	-	540
Totale	B	27	24	19	- (1

Three-base hits-McBride, Stenzel, Stolen hases—Smith, Corcoran, McFarland. Sac-rifice hits—Steinfeldt, Woods, Hughey. Struck out—By Breitenstein, 3. Bases on balls—Off Breitenstein, 4; off Hughey, 1.

\$75 OVERLAND WHEELS— strictly high grade—only a few left at...
J. PERRY ROYSTON, Agent, 600 F at. nw.

"THEY STAND THE TEST." Eclipse Bicycles, FOURTEENTH AND H STS.

Hit by pitcher—By Brettenstein, 2. Left on bases—Cincinnati, 2: St. Louis, 6. First base on errors—Cincinnati, 7: St. Louis, 6. First laws on errors—Cincinnati, 7: St. Louis, 1. Umpires—Emslie and McDonald. Time—I hour and 30 minutes.

CINCINNATI-McFarland, If ..... Steinfeldt, 2b. Vaughn, 1b .... Totals ... ST. LOUIS-Quinn. 2b. Harley. It Tucker, 1t

Totals ...... Cincinnati .......... 0 0 0 0 0 0 0 1 3 x-4 St. Louis .......... 0 0 0 0 0 0 0 0 0 0-0 Three-base hit-McFarland, Sacrifice Three-base hit-McFarfand. Sacrifice bits-Miller, Hill. Carsey. Stolen base-Quinn. Struck out-By Hill. 2. Bases on balls-Off Hill. 2; off Carsey, 4. Hit by pitcher-Vaughn. Double plays-Smith. Quinn and Tucker; Smith and Tucker; Quinn, Tucker and Cross; Harley and Clements. Left on bases-Cincinnati. 4; St. Louis, 4. First base on errors-Cincinnati, 4; St. Louis, 1.

Carsey, p.....

### DIAMOND DUST.

Get there, Hanlon, with both feet. We The proposed deal for Tommy Dowd by

York club seems to have sidetracked. Beckley, of the Cincinnati club, is back in the game, after an enforced lay-off of several weeks.

Geitig and Gleason have been doing one timely stick work for Scrappy's Peace Disturbers. Monie Cross's unfortunate eccentricities at short bave lost the Phillies several games. There are others.

Alas, poor "Scrappy!" the sun of your as-ball career is fast setting behind the hills of eternal forgetfulness. See?

Gettman's inshifty to hit has necessi-tated his retirement to the beach. Mer-cer has been placed in center field, Cupld Childs is accused of barboring natrimonial intentions. A young lady of Teveland is the object of his solicitude. Frank Selee, of the Boston club, thinks hat, with the material he had, Buck

Ewing made a splendid showing this sea-Jack Doyle vehemently declares that he would not, duder any circumstances, accept the management of the New York

The most remarkable feature of this season's baseball history is the fact that no tie games occurred in the Western League.

The Senators may not be pennant win-ters themselves, but they always have a "whole heap" to say as to who the hampions will be.

Both Pulliam and Clark claim the credit for the improved playing of their club. Pool your issues, gentlemen, and avoid a "meeting" at ten paces. Tim Murnane thinks Tom Brown should

would also be of much advantage, Big Bill Phillips, of the Indianapolls Club, is touted as being the star pitcher of the Western League. Out of thirtye games pitched he won twenty-nine. Another pipe dream is being inflicted upon the public to the effect that Pat Tebeau will manage the Reds next season that Ewing will manage the St. Louis

The latest rumor is that George Tebeau will manage the Brooklyn team next sea-son. George has all the scrappy proclivi-ties of his brother Pat, without any of

Tim Hurst has given Tom Kinslow his ten days' notice of release. Tom is a good ball player and will hardly be over-looked in the trading and purchasing this

The close of this season will terminate movals from the game have finally dis-

The Cinciunal Post says: "McGuire is eager, Deacon" Jim whispered in Frank Bancroft's rager ear. 'Use your influence to get me to Cincinnati. They'll never regret making the deal."

The Cleveland Plain Dealer says that Gene DeMontreville is one of the richest ball players in the league, estimating his wealth at \$5,000. Who has been dop-ing the sporting editor of that paper? Irwin has so many phenoms on his staff that he is perturbed in mind what dis-position to make of the surplus. Too good to let go, yet too numerous to keep,

s the condition that confronts him. Billy Hamilton, of the Bostons, has ac-umulated a batting average of 363, lead-2 First base on balls—Off Dunn. 1, by Ba-Baker, 2. Struck out—By Dunn, 1; by Ba-ker, 2. Left on bases—Brooklyn, 3; Wash-ing his team; Tenny is second, with 324, and Collins third, with 337, the only three men of that club who batted over 390.

that Joyce will be deposed by Jack Doyle, who, it is stated has insinuated himself into the good graces of Andy. This will ceasion another gloomy outlook for the

While a member of the Washington the Right Time.

Cincinnati, Oct. I.—Cincinnati won both games of the double-header today with the singles.

The Louisville fans are in a state of wild enthusiasm over the splendid show-ing of their ball club. The windows and doors of the still houses, as well as ns, are thrown wide open to the ball

Von Der Horst, of the Bultimores, is a dead game sport and is anxious to play Selec's Beancaters a series of games with the Orioles, just for fun-and a few thousand on the side,

Charley Dryden, of the New York Journal, is making the life of Andy Freedman miserable these days. He charges him with being the author of the present de-plorable condition of the national game in the great metropolis.

Little Cunningham, of the Colonels, has ecome one of the brightest stars in the galaxy of this season's pitchers. He has an even dozen straight victories to his credit. In Wednesday's game with Chi-cago he pitched the great Griffith to a

standstill. The knockers all over the country are after Scrappy Bill. Why shouldn't they be? He has been a knocker all through his professional life. His attempt to knock the public on Thursday ought to and probably will put him out of the busi-

Should Ted Sullivan carry out his posed scheme and take two baseball teams to Cuba this Winter we advise him not to get too far away from the shadow of the Red Cross headquarters. It might also be well to secure return tickets as a part of his outfit.

In justice to the owners of the Bos ton club, it is proper to state that in case that club wins the pennant the owners will deal generously with the boys. It is their intention to present each one of

Kirtley Baker's work in the pitcher's box justifies the belief that he will prove one of the most valuable pitchers in the league. In addition to his skill as a pitcher he is an excellent neder, clever base runner and a strong batter. He is cool and collected and has nerve and courage to hold his own under all circumstances.

It is charged against Tom Burns that It is charged against from Burns that he incited the victous assault made by Mortes upon Fred Tenny. A player of the Chicago club, whose name is not given, heard Burns say to Mertes: "Sharpen up your spikes and put him out of the business if you can." If true Burns is a particepa criminis to a dastardly outrage and equally guilty with the criminal the criminal.

the criminal.

Patsey Tebeau has finally exhausted the patience of the public who have tolerated his rowdyism too long. His last escapade at Philadelphia has excited the disgust of all lovers of the sport everywhere. He ought to be and probably will be hissed whenever he appears in public. The country has had enough of Tebean and his indecent rowdyism. He should be retired.

Parson Ren Mulford, of the Cincin nati Post, the faithful rooter for the Reds, and charmingly interesting corre-spondent of that paper says: "Cincin-nati wants a flag and the Reds will keep on fighting for one. It is of no personal interest to enthusiasts who is at the maninterest to enthusiasts who is at the managerial helm, so long as good results are attained. Tom Burns hasn't had much more success handling refractory Colts than Anson achieved. Frank Selee cannot be secured. The acquisition of Tebeau would be a masterstroke, but he would doubtless prefer to stick to the Indians and go with them to a new city next year." year.

Buck Ewing, who was for many years a ball player, and who is well acquainted with the character and disposition of that class of public entertailners, has this to say of the lushers: "Boozers are of no value to any team. There is only one way to handle them so that good work can be got out of them, and that is to sign them to contracts calling for a forfeiture of about half their salary if they violate the temperance clause therein. Charley Dryden poetically sizes it up In the New York Journal:

The melancholy days are come, The saddest of the year, Of absent cranks and empty seats, And blenchers warped and sere. The rusted turnstiles halting speak Of pennant hopes long dead; And echo faint alone now greets. The pennut man's dull trend.

Ren Mulford in the Cincinnati Pos "Cincinnati, with Ewing, is better off than Philadelphia, which has been flopping around without a head ever since clubs have had their troubles—always had and always will have as long as there are welve in the family. Acute as Cincin natt's suffering has been in these Autumn days, there are eight others who have a lot more scars and anguish than the with the o Reds to show that they've been in a los ing fight."

The following from the Boston Herald is respectfully referred to ball players generally, but more especially to the members of the Senatorial pitching staff: "'Kid Nichols is a monument,' says the Pittsburg Dispatch. He's, other things, too. But he is a living, breathing effec-tive argument to all ball players of what they might be if they took proper care of themselves. For nine years he has figured as the star twirler of the Boston team without being supplanted, and he seems likely to be there in 1997, for this is not his worst season by any means. He is always ready for work, never out of condition and doesn't know an ailment. He lives up to the requirements of his duties, and, though not a physical giant—being rather under the average build of a player—is careful to violate no rule of hysiene or divitate from the rigid-ity of his chosen course."

The following dispatch from Toledo gives the status of the charges made against Charlie Strobel, manager of the club at that place. "Charles J. Strobel, owner and manager of the Toledo ball team, has tendered his resignation as a member of the league and also as vice-president of the league. He says he is through with the interests sizes the acthrough with the interstate since the ac cusation made at Dayton that he attempted to bribe Umptre Keefe. He has also been notified to be present at the Western League meeting in Chicago October 12, and he have the custom to be the control of the custom to be seen to be s and has been given to understand that if Frank Gatins is showing rapid improvement at short. He is becoming more familiar with his new surroundings and will soon be playing the brilliant game of which he is capable.

and mas been given to understand that if he will make application for the St. Joseph franchise, which is league property, he will stand a good chance of being admitted to the Western League. He will make the effort."

## FOOTBALL'S FIRST VICTIM.

A Lad Dies at Boston From Fracture of the Spine.

Boston, Oct. 2.-Robert Coveney, seven een years old, died at the City Hospital this morning from fracture of the spine, received in a game of football yesterday. The Hartford and the Springfield teams made up of interscholastic players, were engaged in a friendly practice game on Franklin Field, Dorchester. During one of the scrimmages the ball was fumbled and several players; including young Coveney, dove for it. Coveney reached the ball first, but he had stumbled, and before he could regain a posture proper in such an emergency, five or six other players fell on him. He was taken to the hospital, but nothing could be done for

## A MENDACIOUS STORY.

A Young Newspaper Man Accused

of a Five-Dollar Note. Theater passes, a five-dollar bill, quick temper and ready wit of an up-to-date ung lady were the responsible agents in the complete discomfiture of a bright young newspaper man, on one of the local papers, who sought with the aid of one to crush and eliminate the other two a few days ago. He was introduced to a pretty young miss and before their acquaintance had had a week in which to ripen she found out that he was a newspaper man, and with the ingeniousness of her sex, supposed that theater passes flowed into his hands in a steady stream. Of course she asked him to procure some for her, and of course he promised and

speedily forgot all about it. speedily forgot all about it.

The next time they met was on the front steps of his boarding house. The matronly young wife of the friend with whom he boarded was also on the steps. and the young lady broached the subject

of theater passes.
"I thought you were going to get me some, Mr. Burrett," she said,
"So I was, was I not?" without any very great show of interest.

"Yes, and I do so want to go."
"Do you want to go tonight?" he asked.
The young miss responded in the affirmative and he leisurely thrust his hand in his pocket, brought out a wallet, ex-tracted a five dollar bill and handed it to her. Before she saw what it was she had taken it and when she realized that it was money she slowly and thoughtfully colded it up. Then she said:

Then taking the greenback between dainty fingers she carefully, and without the slightest show of impatience, tore it into tiny shreds which she scattered over the lawn. The young newspaper man said nothing and in a few minutes found it necessary to go to work.

## CYCLE RACING SITUATION

The League of American Wheelmen Is Frightened.

CRACK RIDERS CONFIDENT

The New American Racing Cyclists' Union Gaining Strength Every Day - The League Drended the Coming of the Inevitable-Its Efforts to Maintain Control of Racing-Future Prospects.

If "Uncle Jerry" Mott, the chairman of the racing board of the League of American Wheelmen, ever entertained any doubts as to the practical realization of the promoters of the American Racing Cyclists' Union, all such doubts are now dispelled. The insurgents, or outlaws, as they are termed by the league officials, came up, have seen their first race meet, and all that remains for them to do is to conquer the intrigues and plots that will be laid for their downfail. That the race meet of Saturday was not prevented from being held is due through no efforts of Albert Mott. He did what was in his power, which, with all due respect to him, did not amount to much, and now he will probably endeavor to intimidate all hands by fixing up large suspensions.

As has been demonstrated by past occurrences, the large suspensions will be placed, not so much to frighten the riders in the new union as to intimidate other riders from joining. For awhite it may have its effect, but it cannot last long The first outlaws, or secessionists, in California were heavily punished, but the chairman of the racing board kindly (?) and very graciously(?) remitted all of the penalties upon the proviso that the rec reant riders would return to the fold and remain under the rules of the League of

While an attempt was made to have it appear that this condescension on the part of the chairman of the board emanated solely from his interest in the welfare of the racers, yet it was plainly apparent that the act was done simply to prevent any further spread of dissension among the ranks of the riders. The league does not seem to be anxious to lose the goose which lays the golden egg, and the racing game has proven to be

The chairman recognizes the fact that with the control of racing taken away from the organization it will be only a question of a short time when the organization will sink into oblivion.

The league has all along feared an open rebellion against its authority. Cycle racing in its infancy was a comparatively easy thing to manage, but now the child has reached its full strength, and is breaking away from the apron string of its mother. So long as the small riders kicked very little attention was paid to them, but now the condition of affairs is different. The crack riders, the men who make racing a success, the men who com-mand the following of a majority of the national racers in the country, have banded together and made the break. So far they have been successful. They have effected a permanent organization, and have held their first race meet. It seems as though they gain strength every day, and when the skirmishing is over and the big battle commences, the struggle will be an interesting one

Right to Control Cycle Racing.

The League of American Wheelmen ha really no more right to control cycle racing than any other organization, and especially professional racing. It is a body of amateurs, and yet claims and has exercised supreme control over racing, As A. G. Batcheider states, the amateur athletic unions which exercise supervision over different branches of athletic sports, including amateur boxing, might as well try to claim jurisdiction over the pro. s-sional pugilistic match fights. The comparison is perfectly just. Affiliated with the other amateur organizations, the rules of which bar professionals, the league tries to straidle two horses at one time. To keep affiliated with the ama-teur organizations it admits only ama-teurs to its ranks, though it is understood that the present secretary was one a professional, and yet to control bleycle racing it claims control of professional racing, not giving the riders a single word to say in their own behalf so fas as the making of rules is concerned. It is extremely probable that a good many members of the league, especially the of-ficials, recognize the injustice of this, yet they permit the condition of affairs to

Bieyele Racing a Hobby. Bicycle racing is now a hobby. It is a recognized sport, and though still in its infancy, bids fair to take as great a hold on the public as baseball, the recognized national game. In fact, by some it is claimed that bicycle racing in the future is bound to supersede baseball in popu-lar opinion. Rules made for the government of the sport several years ago can not possibly hold at present. Baseball rules are changed annually, but the changes made in the racing rules amount to very little. Cycle racing has come to be a recognized business. There is a great amount of money invested in it in the shape of tracks all over the country, The managements of these tracks do not want to be hampered by arbitrary rules and regulations. While to them the desire is to put the sport in front and the dollars and cents in the rear, yet it is purely a matter of business with them.

It seems to all interested that the best plan to pursue is to place cycle racing within the power of some organization that will properly manage the sport, with suitable restrictions to prevent its degradation. The question that arises is, to what organization shall the power be transmitted. The professional riders are grently interested in the matter at pres-ent, and so are the track owners. The best solution of the problem is the orbest solution of the problem is the or-ganization of a professional racing league and also an organization of track owners. Representatives of the two organizations, or the two organiza-tions themselves, being vitally interested in the sport, ought to be able to regulate things harmoniously. While not definitely settled this will probably be the line of action.

Money Derived by Lengue. The league probably derives as much noney from the racing game as it does from its membership. This will probably be the case this year. Counting the cost of sanctions, the lowest at \$5, and extending up to \$25 for each meet, the necessary to go to work.

In players with a ten-pound turkey on Christmas morning.

As an evidence of good faith, John T. Brush should expel Peltz and Vaughn from the game indefinitely. They constitute a duo of as disreputable ball players as ever disgraced the diamond, and have made more enemies for the club than all other causes combined.

President Harry Pulliam's failure to have that cute little laugh of his protected by a copyright was unfortunate, cost of registration for each professional

salary connected with them, while positions are regarded as pretty fat

American Cyclists' Racing Union In the meantime the members of the American Cyclists' Union will remain in the city all of the week. They will train at the track of the Park Bicycle Club. It is essential that they should gemain in shape, owing to the fact that the circuit has scarcely three more weeks to run. A business meeting of the new organization will be held this evening at the Hotel Re-gent, which promises to be interesting, Before the bulletin of Chairman Mott regarding the Saturday races will have been issued another race meet will be run off, but not under the rules of the league. The new rules of the Associated Cycling Clubs of California will be used for the

Penture of Wednesday's Meet. The most interesting race that will be run will be the quarter of a mile national championship race. It will be remembered that this event was scheduled for Baltimore originally on October 1. Before the break-away was made by the professional riders an attempt was made to have this event transferred to this city, and give to Baltimore the two-mile national championship race, scheduled for this city, with its score points. The dif-ference was this: In the quarter-mile race the winner scored sixty points, the second man forty points, the third man thirty points, the fourth man twenty, and the fifth man ten, while in the two-mile race the score was six, four, three, two, and one for the first five men. The riders wanted the short race on the Washington track because of the narrow width and shortness of the Baltimore track. The new union was formed at this juncture, and the racing men did not visit Baltimore at all. A national circuit race was supposed to be held in that city Saturday afternoon with a lot of second-class racers entered. The quarter-mile, with its increased score, will be run on the local track, and is of more than usual interest to the riders because the winner of this race, it Balti or Taylor capture. It, race the winner scored sixty points, the terest to the riders because the winner of this race, if Baid or Taylor capture it, will practically be the champion of the

Outlaws Are Solid.

Baltimore was offered the honor of holding the first meet, through the magnanimity of the management of the local track the riders themselves inserting the proviso that the championship races should be changed. The Baltimore people deelded to stick by the league. They did not respond within the allotted time, and the meet was held in this city. The fame of the first meet has apread all over the country where there is a race track. That the riders are holding together and they have plenty of support is clearly evident. The outlook for the finishing of the pres-ent season is all right. It is for the next season that everyone is looking, and the prospects are that 1888 will witness a great revival in the scirit of racing. It is nosrevival in the spirit of racing. It is pos-sible that before the Winter is over the League will realize the folly of making a fight, and that for the sake of harmony it will endeavor to arbitrate the matter and settle the condition of affairs with a much honor and credit to the organization as possible. Whatever may be the it is quite certain that the riders will not return to the League control of professional racing, regarding its sever-

### REPORT OF THE RAILROADS.

Percentage of Rolling Stock Equip-

ped With Safety Appliances A depression of business resulting from the panic of 1893 caused the railroad corportations to petition for an extension of the time within which they were to equip their freight cars and locomotives with safety appliances. They were grant ed an extension of two years, from December 1, 1897, to December 1, 1890, at the cember 1, 1893, to December 1, 1893, at the end of which lime all freight cars must be equipped according to the law. The interstate Commerce Commission required that a statement should be sub-mitted by the railroads every six months

from December 1, 1897, showing the num ter of freight cars and locomotive en-gines that were equipped with safety ap-pliances within the above period. Up to June 1, 1888, out of 1,156,616 freight cars, 531,396 were still unequipped with au tomatic couplers; 54,536 were withou train brakes and A230 of the locomotive lacked driving wheel brakes.

Everyhody calls for Heurich's beer. After you have indulged in one glass restaurants. 'Phone 634, Arlington Bot-tling Co., for a case of Maerzen Sant-

AUCTION SALES.

C. G. SLOAN & CO., Auctioneers.

SALE OF VALUABLE IMPROVED LOT FRONTING ON NEW JERSEY AVENUE AND SECOND STREET SOUTHEATT. CITY.

By virtue of a deed of trust recorded in liber
No. 1839, at folio 188, one of the land records for
the District of Columbia, and at the requirement of the Board of Disectors of the beneficiary
Company, secured by said deed of trust, the unaccessioned trustees will sell at public mention, in
front of the premises, on WEDNESDAY, THE
FIFTH DAY OF OCTOBER, 1898, AT 4:30 P. M.,
that certain piece of land and improvements
thereon situate in the city of Washington, District of Columbia, and Znown as lot numbered
three (3) in subdivision of square numbered seven
hundred and forty-two, as recented in Subdivision Book N. K., page 285, in the Office of
the Surveyor of the said district.

Terms of Sale—Twenty-three hundred, twentyeight and 97-100 dollars (82,385,67) dollars and
the expenses of executing the said trust in cash, SALE OF VALUABLE IMPROVED LOT PRONT

eight and 97-100 dollars (\$2,328.07) dollars and the expenses of executing the said trust in cash, and the balance in two equal payments at one and two years from day of sale, with interest at 5 per cent per annum, secured by the noise of the purchaser, and a deed of trust on the prop-erty sold, or all cash, at the option of the pur-chaser. A deposit of \$200 will be required at time of sale. All recording and conveyancing at the purchaser's cost. Terms to be complied with within fifteen days from day of sale; otherwise the trustees reserve the right to result the prop-erty at the risk and cost of the detailling pur-chaser.

H. L. DENOON, J. J. LEARE, JAS. E. PADGETT, se20,24,19oc3-em

LEGAL NOTICES.

(Filed Sept. 16, 1898.—J. R. Young, Clerk.) IN THE SUPREME COURT OF THE DISTRIC IN THE SUPHEME COURT OF THE DISTRICT OF COLUMBIA, THIS 16TH DAY OF SEPTEMBER, 1808.—THOMAS E. BROWN V. FRANCES A. BROWN, In Equity, No. 1980. On motion of the complainant, by Joseph A. Buckart, his solicitor, it is ordered that the defendant, Frances A. Brown, cause her appearance to be entered herein on before the first rule-day occurring forty days after this date; otherwise the cause will be proceeded with as in case of default.

of default.

The object of this suit is to obtain an absolute divorce from the said defendant on the ground of willful desertion and abandonment.

This order shall be published in the Washington Law Reporter and The Washington Times once a week for three successive weeks.

By the court: (Seal.) A true copy—Test:

J. R. YOUNG, Clerk,
By R. J. MEIGS, JR., Assistant Clerk,
se26-oc3,10

INTEGRALITATION VITALIS

INTEGRALITATION VITALIS

INTEGRALITATION

INTEGRA PRODUCES THE ABOVE 20th Day. I have been supported by the BESLITS. It quickly a surely removes Nersousners, impotency. Nightly Emissions, Earl Breams Wasting Documen and all effects of self-abits or excess and infineration. Restores Lost Visitity, Powers and Pailing Henney. Wards of Inotacity and Consumption. Cures when all others fail. Insel on having VITALIS, no other. Can be earlied in the vest pocks. By mail \$1.00 per package or air for \$5.00 with a guarantee to Cure or Refund the Money. Circular Free. Aphress CALUMET CURE CO., 554 Benrborn St., Chicago

## PERSONAL.

DIVORCES AND ALIMONY obtained; no charge to ladies. Address LAWYER, this office. se27-15t

Sold in Washington, D. C., by E. Stevens, 9th st. and Pa. ave., and Henry Evans, 935 F st. nw. se25-mo, w&fri-lyr

Washington & Great Falls Electric Railway River Road.

Only Direct Route to Glen Echo and Historic Cabin John Bridge.

On and after August 24 cars will leave Union Station, 30th and Prospect ave., West Washington, terminus of the Metropolitan and Capital Traction Cetapany lines), as follows:

Every 39 minutes, from 8:05 A. M. to 8:20 A. M. Every 20 minutes, from 8:00 A. M. to 2 P. M. Every 30 minutes, from 2:0 A. M. to 2.05 P. M. Every 30 minutes, from 2:0 A. M. to 3:30 P. M. Every 30 minutes, from 9:30 P. M. to 11:32 P. M.

Returning leave Cabin John Bridge and Glea urning leave Cabin John Bridge and Glen

Every 30 minutes, from 6:26 A. M. to 8:50 A.M.
Every 20 minutes, from 8:50 A. M. to 2:30 P.M.
Every 15 minutes, from 2:30 P. M. to 10 P. M.
Every 30 minutes, from 10 P. M. to 12 P. M.
Or oftener, as traffic demands.
my 21-tf F. H. FOWLER, Supt.

STEAMBOATS.

## Norfolk and Washington Steamboat Co

Every day in the year for Fortress Mon-roe, Norfolk, Newport News and all points South, by the superb, powerful steel palace steamers, "Newport News," "Norfolk," and "Washington," on the following schedule:

SOUTHBOUND. Leave Washington
Leave Alexandria
Arrive Fort Monroe
Arrive Norfolk
Arrive Postsmonth NORTHBOUND. 

steam and fitted throughout with elec-tric lights. Dining-room service is a la-carte, and is supplied from the best that the markets of Washington and Norfock

afford.

Tickets on sale at U. S. Express Office, S17 Pennsylvania avenue; S18, 619, 1411 Pennsylvania avenue; B. 60 0, ticket office, corner Fifteenth street and New York avenue, and en board steamers, where time table, map, etc., can also be mad.

Any other information desired will be furnished on application to the undersigned at the company's what, foot of Seventh street, Washington, D. C. Telephone No. on, D. C. Telephone No.

JOHN CALLAHAN.

General

### Queen of Summer Trips. Boston by Sea Providence by Sea

Merchants and Miners' Transportation Company. Steamer Bultimore to Bosten every TUESDAY, THURSDAY AND SUNDAY at 4 p. m. Steamer Bultimore to Providence, every MON-THURSDAY AND SUNDAY at 4 p. m.
Steamer Baltimore to Providence, every MONDAY and SATURDAY, at 4 p. m.
For tour books and further information address
C. R. GILLINGHAM, Agent Long Dock, Balto.,
Md., or 610, 817, 1121 Pa. zvo.; N. Y. ave. and
18th st.; 15th and G sta; 6th and B sta, Wesh,
D. C.
J. C. WHITNEY,
Traffic Manager.

jxt-3mos

PERSONALS.

Specialist, Cor. 12th III. I UUIIY and F Sts. Oldest in age; longest located;

Regular graduate two schools; Authorized by the District Government to treat All diseases of the Nose, Throat, and Lungs, Heart, Nerves, Brain, Blodd, Skin, Storiach, Nidneys, and Bladder, Night Loses, Sexual Weakness, and all Special fileways of either sex. Strictum, Variousels and Hydrocele circle without carding or operation. No pain, No loss of time. A prompt and permanent circ guaranteed. Syphilis (any stage) cured for life without mercury or potash. No exposure.

CHARGES LOW. MEDICINES FURNISHED. Dally Office Hours -10 to 1 and 3 to 6. Smiley, 40

FREE CONSULTATION. The "3 Days" Cure Chesapeake

(for men) leads all remedies in this city; a

prompt and permanent cure or no charge, sultation free. DR McKEPSIAN, 516 12th sultation free. DR McKEPMAN, 516 nw. Office hours, 10 a. m. to I p. m., p. m.; Sunday, 2 to 4 p. m.

BEDUCED! REDUCED! His Readings to Ladies, 25c. Genta, 50c.

PROF. CLAY,

Oldest established Clairvoyant, tells you business, love affairs, family troubles; about lawsuits, divorces or anything you wish to know brings separated together; causes speedy marriages; removes family troubles; had luck spells, or mysterious feelings; 10 to 10 duily. 480 H st. sw. WILL COLORED MAN who rented room to soldier

KNOW a simple, intallible prevention of female

fregularity; no medicines, no instruments; no injury; tested years; proxen sure; harmless; coatless; strictest confidence; no hamburgery; bank references. MRS. G. W. MILTON, Box 66, Station A. Washington, D. C. oct-lot FACTS ONLY-MME. RAPHAEL, medium, astro-

logist, palmirt, gives dates and names; will advise and help you; circle on Wednesday, at 8 p. m. 10 cents. oct-21

MME. THEO,

edium and card reader. Washington's most mous Clairvoyant and Paimist. Consult her on usiness, love, and family affairs; reunites the parared; removes spelle; causes speedy marages and gives good luck. Open daily. Germanoken, 25e and 50c. 929 H st. nw. supp.71

MME, PERRIN, Scientific Palmist, Card Reader, and Chairvoyant. Your destiny revealed with wonderful accuracy. 500 5th st. nw. ne27-141 MAN! YOU'RE FOOLISH to support these big glass fronts when you can come to us for a nice tailor-made suit, worn a bit, at 1-3 the price that they charge JUSTH'S OLD STAND, 619 D. se25-lwk-em

MME. DAVIS, born clairvoyant and card reader, tells about business; removes spells and evil influences; reunites the separated, and gives luck to all; cures piles and drunkenness. 1228 25th st. MRS. E. C. CURTIS-Manieure and chiropodist,

1231 E st. nw., close at 8 p. m. se25-1w MME, PALMER, Palmist, has returned for the Washington season, and will be located at 723 Eleventh street northwest. se29-7t Mrs. DR. RENNER.,

In obstetrice, gold medal awarded for the science of obstetrice from the University of Munich, Ba-varia, treats successfully woman's complications and irregularities; private sanitarium for ladies, before and during confinement. Infants adopted. Office hours, 3 to 6 p. m. 619 Pa. ave. nw. Metro-politan Block, Washington, D. C. | 619-tf

SPECIALIST

Dr. Leatherman, EXPERT SPECIALIST in the cure of all private diseases. Hydrocele, Varicocele, Stricture, Impotency and Syphilitic Diseases positively cured. Advice and Consultation Free. Both Sexs. Hours, 2 to 12, 2 to 5; Tuesday, Thursday and Saturday Evenings. 7 to S.

4002 F Street Northwest.

(Clored Sunday.) NATIONAL DENTAL PARLORS,

906 F St. N. W. Gold fillings and bridge work a specialty, at the lowest price; amalgam fillings, 50e; full sets of teeth on plates, 55; extracting, either by gas se local spray, absointely painless, 50e; with-out, 25e; all work done by experts and guar-anteed the best; open on Sundays from 10 to 3 schock. mh22-ti-em RAILROADS.

Washington, Alexandria Mount Vernon Railway From Station, 13 1-2 St. and Pa. Ave.

In Effect May 1, 1808.

For Alexandria (week days), 6:30, 7:05, 7:25, ex.; 8:06, 8:35, 9:36, 19:00, 11:00, 11:15 A. M.; 2:05; ex.; 12:30, 11:15, 1:45, 2:05, ex.; 2:00 ex.; 3:25, 3:26, ex.; 4:15 ex.; 4:30, 5:05, 5:20, ex.; 5:40, 6:05, ex.; 6:30, 7:06; 7:30, 8:00, 3:05, 19:02, 11:20, 11:20 P. M.

For Alexandria (Sundays), 7:45, 6:45, 2:45, 10:20, 11:10 P. M.

For Mount Vernon (week days), 6:20, 8:13, 9:06, 10:00, 11:10 P. M.

For Mount Vernon (week days), 6:20, 8:03, 10:00, 11:00 A. M., 12:05, 11:15, 2:05, 3:00, 3:45, 4:20, 8:15, 6:45, 2:45, 3:45, 4:20, 8:15, 3:45, 4:30, 8:15, 6:45, 2:45, 3:45, 8:00, 11:20 P. M.

For Mount Vernon (Sundays), 7:45, 0:45 A. M.
12:20 hoon, 2:15, 3:45, 6:45 and 9 P. M.

For Arlington and Aqueduct Bridge (week days), 8:09, 8:29, 10:00 and 11:20 A. M., 12:05, 10:20, 11:5, 10:05, 3:00, 3:25, 4:15, 5:20, 6:05, 7:05, 10:00, 10:00 and 11:20 A. M., 12:05, 10:05, 2:45, 1 In Effect May 1, 1808.

### Pennsylvania RAILROAD.

STATION CORNER OF SIXTH AND B STREETS. 50 A. M. WEEK DAYS. PITTSBURG EX-PRESS.—Parlor and Dining Cars Hacrisburg to

250 A. M. PENNSYLVANIA LIMITED -Pull-10:50 A. M. PENNSYLVANIA EIMITED,—Pullmar Sleeping, Dining, Smoking, and Observation Cars Harrisburg to Chicago, Cincinnati,
Indianapolis, St. Louiz, Clevesard, and Toledo,
Ruffer Parior Car to Harrisburg.
10:50 a. M. FAST LINE—Pullman Puffet Parior
Cut to Harrisburg, Buffet Parior Car Harrisburge to Pittsburg.
2:30 P. M. CHICAGO AND ST. LOUIS EXPRESS—Steeping Car Washington to St. Louis,
and Sleeping and Dining Cars Harrisburg to
St. Louis, Nasivelle (via Cincinnati), and Chicago.

7:50 P. M. WESTERN EXPRESS.—Polimero Steeping Car to Pirtaberg. Chicago, and Harrisburg to Chercian. District Car, in Chicago.
7:50 P. M. SOUTH-WESTERN EXPRESS.—Pulmian Steeping Cara Washington to Pittaburg and Harrisburg to St. Louis and Cincinnata. Disting Car.

Diso P. M. PACIFIC EXPRESS Pullman Sleeping Car to Pittsburg.
7:50 \* M. for Kans, Canandaigus, Rochetter, and Ningara Falls dally, except Sunday.
10:50 A. M. for Elmira and Remove daily, ex-cept Sunday. For Williamsport, daily, 2:33 P. M. none A. M. for Elmira and Remove delly, ex-cept Sunday. For Williamsport, daily, 8:33 P. M. 7:20 P. M. for Williamsport, Rochester, Erie, Buf-falo, and Ningera Fulls daily, except Saturday, with electing Cur Washington to Rochester, 10:40 P. M. for Erie, Chanadajuna, Rochester, Buffale, and Ningara Falls daily. Pullman Steeping Car Washington to Rochester Satur-days only.

For Philadelphia, New York and

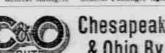
the East. 4:00 P. M. "CONGRESSIONAL LIMITED."
daily; all Parler Cars, with Dining Car from
Baltimore, Regular at 7:00 (Dining Car), 8:10,
8:00, 10:00 (Dining Car), and 11:00 (Dining
Car from Wilmingston L. M. 12:45, 3:15, 4:20
(Dining Car from Baltimore), 5:50, 10:00, and
11:50 P. M. On Sunday, 7:00 (Dining Car),
8:00, 9:00, 11:00 (Dining Car from Wilmingston)
A. M., 12:15, 3:15, 4:20 (Dining Car from Baltimore),
8:50, 10:00, and 11:50 P. M. For
Philadelphia only, Fast Express, 7:50 A. M.
week-days, Express, 12:15 P. M. week-days,
2:01 and 5:40 P. M. daily.
For Eoston, without change, 7:50 A. M. week-"CONGRESSIONAL LIMITED." 2:01 and 5:40 P. M. daily.

For Boston, without change, 7:50 A. M. week-days, and 6:20 P. M. daily.

For Baltimore, 6:20, 7:60, 7:50, 8:50, 9:50, 10:50, 10:50, 11:50 A. M. 12:15, 12:45, 12:58, 2:51, 8:15, 9:30, (4:50 Limited), 4:20, 4:30, 5:40, 6:15, 6:50, 7:20, 12:60, 10:40, 11:15, 2:30, 6:50, 7:20, 12:50, 11:50 P. M. On Sunday, 7:50, 8:50, 9:50, 9:50, 13:50, 11:50 P. M. A. M., 12:13, 1:15, 2:31, 8:15, 2:30, (4:30 Limited), 4:20, 6:50, 5:40, 6:15, 6:50, 1:30, (4:30 Limited), 4:50, 5:40, 6:15, 6:50, 1:30, (4:30 Limited), 4:50, 5:40, 6:15, 6:50, 1:30, (4:30 Limited), 4:50, 5:40, 6:15, 6:50, 1:30, 4:30 P. M. For Pone's Creek Line, 7:50 A. M. and 4:54 P. M. For Pope's Creek Line, 7:50 A. M. and 4:56 P. M. week-days. Sundays, 9:05 A. M. For Annapolis, 7:00, 9:00 A. M., 12:15 and 5:40 P. M. daily, etcept Sunday, Sundays, 9:05 A. M. and 5:40 P. M. A. M. and 5-10 P. M. Express for Florida and points on Atlantic Coast Line, 4:20 A. M., 2:40 P. M. daily, Richmond only, 10:57 A. M. week-days; Atlanta Special, via Richmond and Scahcard Air Line, 4:40 P. M. daily Accommodation for Quantico, 7:45 A. M. daily and 4:25 P. M. week-days.

Seashore Connections. For Atlantic City (via Delaware River Bridge, all-rail route). 3:15 (4:09 "Congressional Lina-ticle") P. M. daily. 12:45 P. M. seek-dars (through Pullman Burlale Parlur Carly; II-00 A. M. Sundays only. Via Mirchett Street Wharf, 10:00 and II-00 A. M., 12:15 F. M. week-days, II-50 P. M. daily.

For Cape May, 10:00, 11:00 A. M. week-days, 11:00 P. M. daily. Hino P. M. daily.
Ticket offices, corner Fifteenth and G Streets,
and at the station, Siath and B Streets, where
orders can be left fire the checking of baggapa
to destination from hotels and residences.
2. R. HUTCHINSON,
J. R. WOOD,
General Manager, General Passenger Agent.



Through the Grandest Scenery of America, All Trains Vestibuled, Electric Lighted, Steam Heated, All Meals Served in Dining Cars.

Sintion Sixth and B Streets.

Schedule in Effect May 1, 1828.

2:155 P. M. DAILY.—Cincinnati and St. Louit
Special.—Solid trains for Cincinnati. Fullman
Sleepers to Cincinnati. Lexington. Louisville, indiampolis and St. Louis, without change. Connection for Virginia Hot Springs. Parker Cars,
Cincinnati to Chicago
11:10 P. M. DAHY.—F. F. V. Limited.—Solid
train for Cincinnati. Pullman Sleepers to Cincinnati. Lexington, and Louisville. without
change, Pullman Sleeping Car to Virginia Hot
Springs, without change, daily, except Sanday.
Observation Car Hinton to Cincinnati. Sleepers
Clincinnati to Chicago and St. Lexis.
10:57 A. M., EXVERT SUNDAY.—Facior Car,
Washington to Tickneoud, and Richmond, to Old
Point. Only rail line via Penn. R., F. & P., and
C. & O railways.
4:20 P. M. DAHLY.—For Goodensville, Charlottesville, Staunton, and for Richmond, daily,
except Sunday.
Reservation and tickets at Chesapeake and
Obito offices, 313 and 1421 Pennsylvania Avenue,
and et the station.

B. W. FULLER,
no16-2m-tf. General Passenger Agent. Station Sixth and B Streets.

# Southern Ry.

(Schedule in effect May 1, 1898.) All trains arrive and leave Pennsylvania Pas-

and trains arrive an active and a senger Station.

8:12 A. M.—Daily, local for Daswille, Charlets and way stations connects at Manassax daily for Strasburg and Harrisonburg, and at Lynchhung with the Norfolk and Western daily.

11:13 A. M.—Bully, the UNITED STATES FAST MAIL, carries Fullman Buffet Sleepers, N.—Vock and Washington to Jacksonville, uniting at Salishury with Fullman Sleeper for Asheville and Hot Springs, N. C.; Knorville, Chatanoga and Memphis, Tenn., and at Charlotte with Fullman phits, Tenn., and at Charlotte with Fullman Sleeper for Asheville and Hot Springs, N. C.; Knorville, Chatanoga and Memphis, Tenn., and at Charlotte with Fullman Sleeper for Bireningiann. Connects at Lynchhung with Chesspeake and Obio Railroad for Lexingens Cashy except Sunday, and Natural Bridge, daily; Solid train, Washington to New Orleans without change. Sunset personally conducted tourist excursion, through sleeper on this frain every tednesday to San Francisco without change.

4.01 P. M.—Local for Front Broad, Strasburg 4.101 P. M.—Local for Front Broad Strasburg 4.101 P. M.—Local for Front Broad Strasburg 4.101 P. M.—Local for Front Broad Strasburg 4.101 P. M.—Local for Front without change.
4:01 P. M.—Local for Front Royal, Strasburg and Harrisonburg, daily, except Sunday.

4:51 P. M. -Dally, local for Charlotteswille, 10:45 P. M. -Dally, WASHINGTON AND 4:31 P. M. -Dally, local for Christicsville.

10:46 P. M. -Dally, WASHINGTON AND

SOUTHWESTERN, VESTHRULED LIMITED, composed of Pulmen Vestibuled Siespers, Dining Cars and Day Coaches, Pulman Siespers, New York to Nashville, Trenn., via Acheville, Knorville and Christineoga; New Vork to Tamps, via Charlotte, Columbia, Savannah and Jacksonville; New York to Memphis, via Birmingham, Mary York to Memphis, via Birmingham, and Mantgomery. Vestibuled Day Coach, Washington in Atlanta and Mantgomery. Vestibuled Day Coach, Washington in Atlanta, Southern Railway Dining Car, Greensbore to Montgomery.

TRAINS ON WASHINGTON AND ORIO DIVISION Leave Washington 2:91 A. M. dally, 1 P. M. and 4:45 P. M. dally compt Sirnday, and 6:55 P. M. Sanday only, for Round Hill, text P. M. dally except Sunday for Leesburg, and 6:51 P. M. dally for Hermon. Retonning, arrive at Washington 5:56 A. M. and 5:40 P. M. dally, and 6:41 P. M. dally except Sinnday from Herdon, and 8:54 A. M. daily except Sunday from Herdon, and 8:54 A. M. daily except Sunday from Herdon, and 8:54 A. M. daily except Sunday from Leesburg.

Through trains from the South arrive at Washington 6:62 A. M. 2:20 P. M. and 9:35 P. M.

Through trains from the South arrive at Washington 6:42 A. M. 2:20 P. M. and 9:35 P. M. Harrisenburg, 12 neon daily, except Sunday, and 9:35 P. M. daily, and 8:30 A. M. daily from Charlottesville.

Charlottesville.

Tichets, elecping car reservation and information furnished at offices, 705 lith st. nw., 511
Pennsylvania ave., and at Pennsylvania Railroad
Passenger Station.

FRANK S. GANNON, Third Vice President and
Gunyal Manuser.

General Manager.

J. M. CULP, Traffic Manager.
W. A. TURK, General Passenger Agen
L. S. BROWN, Gen. Agt., Pass. Dept.